

Dismantling the Silos: Pedestrian-Transit Partnerships

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Transportation Choices

Effective Advocates for Innovative Solutions

Who we are

- Non-profit membership organization
- Statewide w/Seattle office
East Lake Washington chapter
- 5 staff, 1 intern, regular volunteers

Transportation Choices

Effective Advocates for Innovative Solutions

We work to:

- Give you back your time & mobility
- Protect Your Health – and the Environment
- Ensure that your tax dollars are spent fairly and efficiently
- Give a voice to people who support more and better transportation options

Peter Hurley Background

- Financial Analyst
- Snohomish County Council
- Community Transit Board
- Puget Sound Regional Council
- Commute Trip Reduction Task Force
- Blue Ribbon Commission
- I-405, 520, Alaskan Way committees

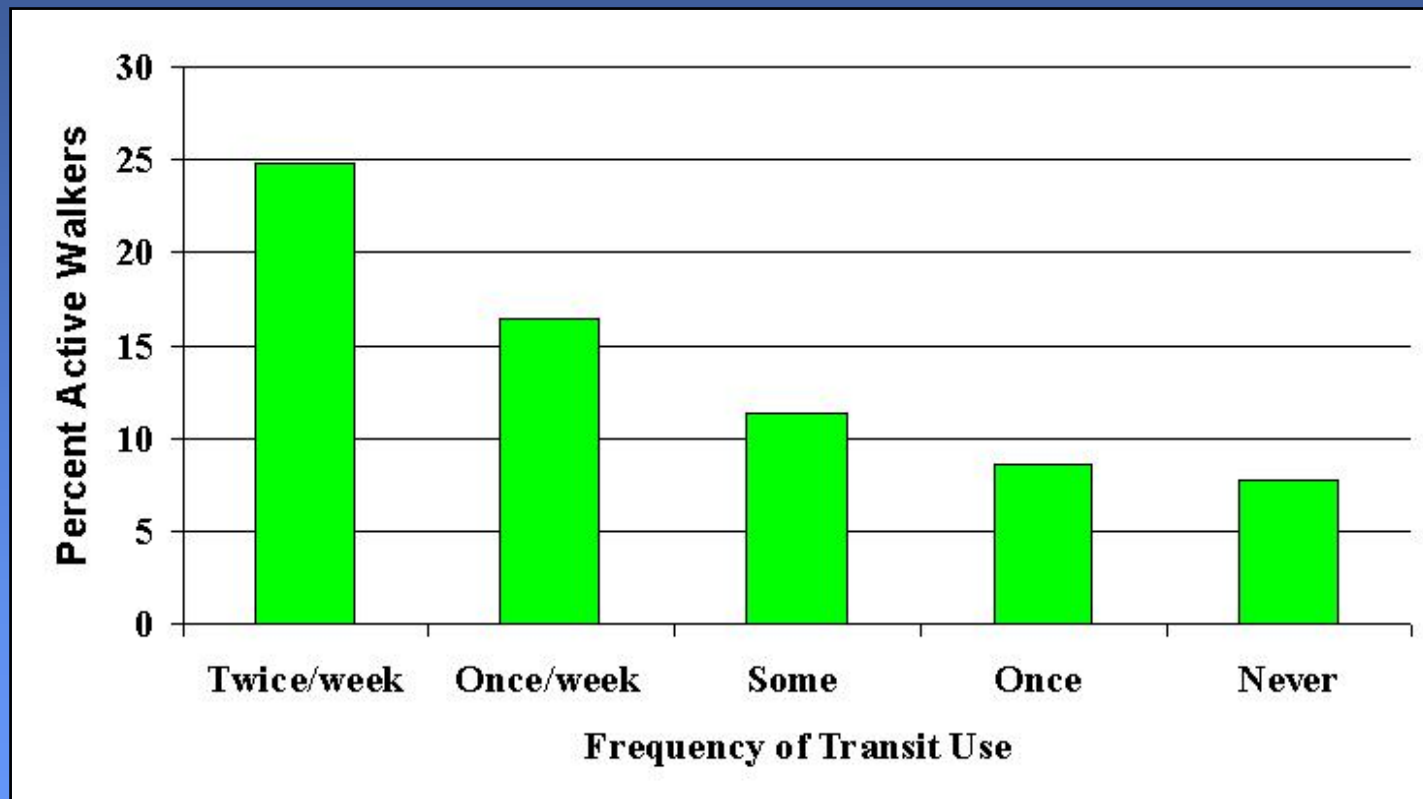
Why Care?

- Disproportionate # of deaths & injuries are cyclists and pedestrians
- Health impacts: obesity, asthma, etc.
- Economic vitality
- Permanent Riders
- Spending efficiency: transit and walking are “highly synergistic”
- Reducing Sprawl

Recipe for Permanent Riders: “Multimodal Center” Partnerships

1. Transit
2. Access
3. Incentives
4. Land Use

Transit Riders are “Active Walkers”



Source: 2001 National Household Travel Survey, presentation of preliminary results by Matthew Coogan, 2003

Recipe for Permanent Riders: “Multimodal Center” Partnerships

1. Transit

- adequate frequency of service
- Transit stops/stations located in pedestrian-friendly areas
- adequate shelter

Recipe for Permanent Riders: “Multimodal Center” Partnerships

2. Better Access: high quality bicycle and pedestrian access, such as “complete streets”
 - Intersection density (street grid) impacts walkability and transit use
 - Partner with city/county/WSDOT to build sidewalk and bicycle lane/trail access to transit
 - New “Safe Routes to Schools & Transit funding:” \$58m over 16 years
 - Partner with city/county/WSDOT to apply for TIB funding including bike/ped access to transit

Travel Distances

1.3 miles

vs.

0.5 miles



Images are same scale, approximately 1 sq mi.

Recipe for Permanent Riders: “Multimodal Center” Partnerships

3. Incentives:

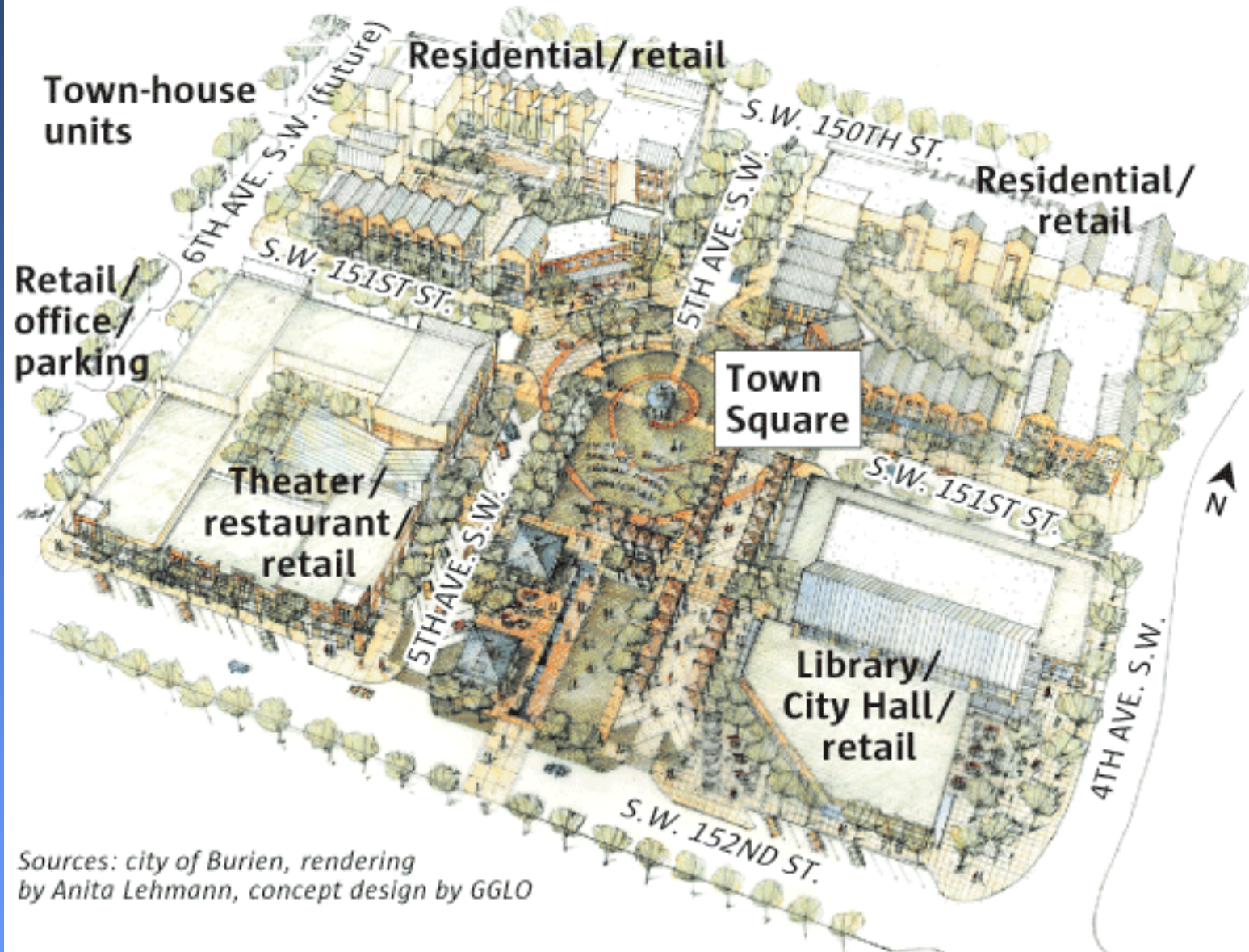
- Partner with CTR administrators to focus your CTR funds on multi-modal centers
- People with incentives, and those in centers, are much more likely to ride transit
- Apply for CTR Trip Reduction Performance Program funding
- Apply for RTPO funding: enhancements, CMAQ and STP
- Apply for an Office of Transit Mobility grant

Recipe for Permanent Riders: “Multimodal Center” Partnerships

4. Land Use

- Partner with city/county/developers to zone for more jobs & housing adjacent to transit stops, centers & transfer points
- More jobs & housing close to transit = more transit riders
- More retail and civic destinations close by = more walking and more transit riders

Conceptual drawings of Town Square development



Sources: city of Burien, rendering
by Anita Lehmann, concept design by GGLO

THE SEATTLE TIMES

Partnerships: How?

- Form a “partnership team” with city/county, developers and/or WSDOT at initial/concept phase
- Discuss potential matching funds, joint planning and joint grant applications
- Develop a station area “mini-plan”

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1. Transit
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5. Partnerships